

how, what amount is received annually to pay the interest; and what additional taxation would be necessary to pay the interest on the state debt.

The house bill to authorize the canal trustees to lease the water power at Ottawa, and settle with persons claiming damages by reason of such lease, was read a third time and passed.

The bill to amend the charter of the Peru and Rock Island railroad company was taken up, and referred to a select committee of three, consisting of Messrs. Bedell, Denny, and Hardy.

Senate then adjourned.

House.—Mr. Hise presented the petition of inhabitants of the town of Mission, La Salle county, praying a change in the boundary of said town.

One or two private bills from the senate having been disposed of, the senate bill came up to charter the Terre Haute and Alton railroad company. This company has organized under the general railroad law of the special session, has surveyed its route, paid in 10 per cent of its capital stock, and now asks the right of way, and the necessary privileges to enable it to borrow money, etc., and go on with the work.

But the road line is a rival in the road from Terra Haute to Ellettsville, which has in like manner organized, paid in 10 per cent, etc., and when the bill came up in its final passage the friends of the rival road moved an amendment to extend the same right of way, privileges, etc., to that road.

The amendment gave rise to a very warm and protracted discussion, in which Messrs. Linder, Shaw, Allen, of Crawford, Edwards of Madison, Snyder and others took part.

Mr. Shaw finally withdrew his amendment and offered another, amending the general railroad law so that all companies having organized, surveyed their routes, etc., may go on and construct their roads on such routes and to such terms as they in their by laws may establish.

On this the previous question was demanded, and the amendment was voted down without a division, and the bill was then passed.

The vote on Mr. Shaw's amendment was however no test vote. It was only decided that the house had no objection to the passage of the bill under consideration until the question of granting a right of way to the Terre Haute and Ellettsville road should be decided.

The following additional senate bills were finally passed:

An act to vacate an alley in the town of La Salle.

An act to authorize D. L. Tough, Isaac Hardy, and Charles Todd to establish a ferry across the Illinois river and to construct a plank road across the bottom opposite La Salle.

An act to amend the act to provide for the construction of plank roads by a general law, and a number of others of a private and local character.

It annexes synopsis of the acts that have thus far passed both houses and been signed by the governor.

An act to amend the charter of McDonough college, increasing the number of corporators to not less than 12, nor more than 24, to be divided into 4 classes, one to be elected each year, half by themselves and half by the Presbytery of Schuyler.

An act to provide for leasing the commons of Kaskaskia, by an ancient grant confirmed by the United States, the nation of Kaskaskia, and own a large body of land known as the Kaskaskia Common. The bill provides, in pursuance of a provision of the new constitution, for cutting up this common into lots and leasing them, the proceeds to be devoted to school purposes.

An act to extend the time for collecting taxes. It provides that a copy of the act shall be filed in the office of the clerk of the county, and the corporate powers of the city of Pekin. It legalizes the acts of the people of said city in organizing into a city, and gives the corporation power to widen streets, the same as enjoyed by the cities of Quincy and Springfield.

An act to amend "An act to incorporate institutions of learning." Inserts the word "and associates" after the word "successors" in the second section of said act.

An act to amend an act to incorporate the Illinois Conference Female Seminary. Changes its name "Illinois Conference Female College," and increases the number of trustees to five, and the number of the charter of the Alton and Sangamon Railroad company. It allows the company to proceed directly to Springfield without going out of its way to touch at Berlin; and releases the people of Berlin from their subscriptions of stock to that company.

An act for the protection of state lands. The act provides that no person shall willfully fell, cut, burn, injure, or destroy any tree or sapling upon any land either purchased by or granted to the state of Illinois, shall be liable to indictment, and, upon conviction, to be fined not less than \$5 nor over \$20 for each tree, and the judgment in every case shall be that the defendant stand committed until the fine and costs are paid.

The act to be given in charge to the grand jury at each term of the circuit court.

An act to amend "An act to incorporate the Sangamo and Morgan Railroad Company." The act releases the company from all liability of forfeiture of its charter on account of not putting the road in repair to Mendota, on condition that the road be thus put in repair within two years, unless they can make an arrangement with the Northern Cross Railroad company to start from Naples or some other point.

An act to distribute the surplus copies of the Revised Statutes. The act divides equally among the members of the legislature about 2000 copies of the Revised Statutes that are lying in the cellar under the state house and justice. The members are to hand them to such justices and other officers in their districts as are desirous to be by them transmitted to their successors in office.

Where members neglect to take them, they are to be sent to their district with the laws and journals by the Secretary of state.

An act for the relief of the heirs at law and securities of Wm. E. Armstrong. The act provides that whenever the administrator will relinquish all claims on the state for damages for non fulfillment of contract on the Illinois and Michigan canal, and shall discontinue a suit pending in the circuit court of La Salle county against the state for damages on section 126 of said canal, then the securities of said Armstrong as collector shall be released from paying the balance due the state by the said Wm. E. Armstrong as collector of Grundy county.

An act to incorporate the North Western University. Incorporates 607 shares of stock, and each of the Rock Island, the Wisconsin, the Michigan, the North Indian, the Iowa, and the Illinois Conference of the M. E. Church and 12 citizens of Chicago, and their successors, under the name of the "Trustees of the North Western University," who shall have power to receive donations, etc., and establish in the vicinity of the city of Chicago a college or institution of learning, with the above named, to establish professorships, and in general, organize the institution on the usual plan, and with the usual powers of all other colleges.

An act for the relief of Henry H. Snow. Mr. Snow in the year 1851 was a poll carrier in making the preliminary survey of the route of the Illinois and Michigan canal, and Dr. Brown under whose superintendence the survey was made agreed he should have \$30 for his services; but although he has several times since got a bill through committee, and one of the house of the general assembly allowing him this pay, he has never received it. This act appropriates \$20 to pay the debt, allowing no interest, which Mr. Snow claims.

Monday, Jan. 27.

SENATE.—Two important Railroad charters, or rights of way, were granted by the senate this morning. If the roads should ever be constructed. The first is for a railroad from Rockford, in Winnebago county, to Rock Island, and the other, a railroad to Chicago. The latter road passed the senate by a vote of 18 to 4.

The senate adopted a resolution appointing another travelling committee, if the house concur therein, of two members of the senate and three of the house, to visit Alton and seek some wine with the Superintendent of the penitentiary.

About a dozen of private bills were acted on, and then, at an early hour, the senate adjourned.

House.—Among the petitions, Hise presented one from C. H. Gould, and 17 other inhabitants of Grundy county, asking the sale of spirituous liquors; and Mr. Phillips from 240 citizens of DeWitt county for the repeal of the township organization law.

Mr. Linder, from the judiciary committee, reported back the senate housestead exemption bill, and recommended its passage. The house bill,

it will be recollected, has been ordered to be engrossed. The senate bill was laid on the table and ordered to be printed. To my mind the senate bill is altogether the best, and the house bill really execrable, and can never pass the senate without material amendment. Now, I judge from certain indications, that the house will strike out the senate bill and insert that of the house, and then both will be defeated. All this may not be intentional; but there is something remarkable about the fact that a measure which has so many professed friends, should be so difficult to pass—that there should be so much disposition on the part of its friends to hug it to death.

The house next took up the senate bill to establish a new judicial circuit out of the counties of Kane, McHenry, Boone and De Kalb. Mr. Norton wanted it postponed, for the reason that Mr. Platt would, by this bill be left the practicing attorney in the Will circuit, whereas he lived in, and wishes to be the attorney of the new circuit; and he wanted time to change the bill to accommodate his, as well as the views of all others interested.

Mr. Nixon opposed the postponement. He said we were not here to legislate to suit the views of Mr. Platt, but of the people interested in the new circuit, whose wishes, he imagined, differed materially from those of Mr. P. Now this bill had been before the committee of both houses, and had passed the senate, and could have no object to be attained by further delay. After some further debate, however, the bill was postponed until Wednesday.

A long discussion next arose on a similar bill to establish the 13th and 14th judicial circuits. It appears the members interested thought they understood each other, and the bill was read in the house and then they all took each other fiercely by the ears. Mr. Howard, of Jo Daviess and Mr. Miller, of Winnebago, (two of the best fellows in the house,) in particular, got their bristles up, out their better sense prevailed in the end, and permanent understanding will grow out of this little war. It was, however, the debate ended by the house adjourning to go to dinner.

In the afternoon the house took up the special order in committee of the whole—being the bill to incorporate the Illinois Central Railroad Co. They progressed as far as into the middle of section 25, without having adopted any important amendment. The joint committee of the two houses, was assailed with a perfect storm of propositions to amend, in the midst of which the committee arose and the house adjourned. No direct vote was taken on any of the propositions to strike out the points named in the bill, but the tone of the debate on the subject leaves decided to the score of no points, and I rather suspect, the no point party will prevail.

Tuesday, Jan. 28.

In the SENATE, Mr. Judd reported back the house bill for the protection of the steamboat channel at La Salle, and asked to be discharged from the further consideration of the subject. He said the bill was passed by the house, and the bill was discharged from the further consideration of the subject.

The bill allowing Jeremiah Crotty to establish a ferry across the Illinois river above Marselles, was passed.

So the bill to provide for the geological survey of the state.

The joint committee made the Central Railroad bill the order of the day for two o'clock to-morrow, and every day thereafter until disposed of.

House.—The Governor held before the house the report of the Trustees of the Illinois and Michigan canal. It was not read, but was referred to the committee on canal and inland navigation.

There appears to be a deep interest in the mountain of manuscript, and extracted from it the following, which is about the substance of the whole.

The canal opened on the 22d of March last, and closed on the 6th of December, having been opened 259 days against 224 last year.

The trustees state that by a principle established by the act of congress of 9th of May, 1849, granting land to the state of Indiana, our state would be entitled to some 40,000 more acres of land towards the canal. The trustees have opened a correspondence with the Secretary of the Interior on the subject, and he admits the justice of the claim, but prefers to have the direct authority of the law to act on the subject, and has therefore drawn up a bill and presented it to Congress to meet the case, which it is confidently believed will pass.

The interest and 15 per cent more of the principle of the loan of \$1,600,000 was paid during the last year, against 14 per cent in the former year.

The total amount of lands and lots sold in May last was \$122,002.18, or \$26,509.54 greater than the amount sold in 1849.

Balance in the hands of the Treasurer Nov. 1849, \$116,616.42

Add receipts in 1849 from canal lands and lots \$263,709.04

Sales of 1850, \$126,504.25

Interest and exchange, \$4,718.96

Sale of old materials, \$196.65

\$304,326.90

Expenditures in same period:

Principle and interest on loan, \$551,794.89

Maintenance and repairs, \$56,415.20

General expenses and contingencies, \$29,324.10

Canal lands, land damages, \$12,270.51

Drawbacks on tolls, etc., \$6,097.23

\$629,901.86

Balance to be accounted for \$80,441.46

Of this balance \$63,394.68 are on deposit in the exchange bank at New York.

Notes unpaid for lands sold in 1848, 43 and 50, \$228,000.25.

Total valuation of all lots and lands sold, \$927,575.00

Same sold for, \$1,001,487.00

Valuation of lots yet unsold, \$1,060,017.00

The trustees state that the expenses for repairs, etc., have been largely about the estimate of the circuit court of several serious breaks during the last season.

The tolls were also much less than was estimated on account of the extraordinary diversion of produce southward during the last season.

The report winds up by a solemn protest against allowing the Aurora branch of the Chicago and Galena and to be continued to Ottawa or LaSalle, and the trustees ask the Governor to call the special attention of the legislature to the subject, which the Governor accordingly did, in his letter transmitting the report.

The whole morning's session of the house today was again wasted in a very unprofitable discussion in reference to creating new judicial circuits. The fight is on an attempt made in the bill creating these new circuits, to legislate a judge and a prosecuting attorney either out of their districts or out of office. Hot speeches were made on both sides, but finally the bill was ordered to be engrossed.

The Attorney General spent an hour as unprofitable as a discussion in reference to fixing points in the Central Railroad bill. Nearly every member has a few points of his own, which he is in favor of but is directly opposed to every body else's points. The consequence, I imagine, will be the complete triumph, in the end, of the "no point" party.

Wednesday, Jan. 29, 1851.

House.—This morning the bill to incorporate the Atlantic and Mississippi Railroad Company was taken up. Mr. Linder spoke one and a half hour in opposition to the bill. Mr. Allen of Crawford followed Mr. Linder in support of the bill. The bill will be taken up again to-morrow morning. It is being strongly contested, but the bill will probably be defended.

This afternoon the Central Railroad bill was taken up again in committee of the whole. Mr. Maxwell in the chair.

Mr. Caldwell made a powerful speech against many of the provisions of the bill.

Mr. Breese followed Mr. Caldwell. Mr. Breese followed Mr. Caldwell in favor of the bill. Mr. C. wants the old route changed, Mr. B. wants it retained. The committee rose and reported progress and asked leave to sit again.

SENATE.—The Central Railroad bill has been under discussion in the committee of the whole, but the committee rose without making much progress.

Nothing further of interest has been done in either House.

It is a doubtful point whether a blind man could be made liable for his bill, payable at sight.

Improvement of the River

By reference to Thursday's (Jan. 23d) proceedings of the legislature, it will be seen that on that day Mr. Hise introduced in the House a bill for the improvement of the Illinois river, so as to make this point the head of steamboat navigation.

The tendency of this measure will be, greatly to benefit all the north and eastern parts of the county, by giving them a more steady market. In view of the advantages this is to the farmers in those towns from this improvement the bill provides for the laying of a tax proportioned according to the vicinity of the towns to this point. Thus, on Ottawa and South Ottawa, it assesses 4 mills on the dollar; on Utica, Deer Park, Rutland, Dayton, Grand Rapids, Fargo Ridge, Bruce, and Rock Island, 14 mills; and on Seneca, Mission, Manlius, Eagle, Adams, Earl, Northville, Freedom and Waltham, 14 mills. All these towns will be more or less benefited by this work, and as far as we have conversed with their citizens we are convinced that the measure will be favorably regarded by them. None of these towns, however, will be obliged to come into the arrangement without a majority of the voters of the town declaring themselves in favor of it at the ballot box.

It will also be seen that a bill has been introduced in the senate by Mr. Redick authorizing the canal trustees to lease the water power created by the Fox River Feeder at this place, and another to dam Fox River between the bridge and aqueduct for milling purposes. Taking advantage of all these improvements, in connection with a bridge across the Illinois river, the Northern Plank Road, and our chances in the great railroad lottery, and Ottawa ranks as one of the most favored localities in this part of the state.

Another year will place us in a position where we can compete successfully with all our neighbors in the purchase of all kinds of produce, which will open a market here not even surpassed by Chicago. The energy and enterprise which has been sleeping for years, is now waking up in the vigor of youth and fast wiping the stain of indolence off our character. The profitableness of all these improvements is so obvious that capital stands ready to be invested the moment it can be done under the proper protection of law. We are informed that there is already nearly enough money subscribed to build a free bridge across the Fox River at the aqueduct, which will settle all dissatisfaction which might arise among the farmers between the Fox and Illinois rivers, by destroying their ford at that point, by the contemplated dam.

Another Pacific Railroad.

It will be remembered that some time since, we stated that a party had been sent out by the British Government to reconnoitre the ground, and report on the practicability of constructing a railroad from some point on the Atlantic, to Puget's Sound on the Pacific; the whole road to lay with in the British possessions. By the late Washington papers, we perceive that the party have completed their investigations and have made a full and elaborate report upon the subject, in which they prove plainly that there is a more favorable route on and near the line of 40° north latitude, than can be found any where on this continent.

We make the following extract from the report, which will give some insight into the magnitude of the project:

"We will now proceed to open the intention of the work, already more than suggested by the title; viz: to show the feasibility of a line of railway, connecting the Pacific and Atlantic oceans; the necessity of it, to retain the most important of our colonies, and to keep pace with the vast designs of the United States; the possibility of a perfect incorporation of Canada with Great Britain, under the same laws, government, privileges, and with a fair amount of representation, as an important part of this kingdom; thus to preserve peace, as well as a less cruel and fatal policy, we might still have preserved the fealty and affections of the United States; the numerous benefits to be derived from the employment of convict labor; the immense individual advantages to emigrants, the absorption of pauperism, and its alchemical translation to commerce, wealth, and prosperity; and, lastly, the blessing thereon, the necessity of it, to retain the most important of our colonies, and to keep pace with the vast designs of the United States; 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